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NEW PREMIER CYCLES. Best American  
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No. 10, 1st August, 1904. [a1451]

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Hongkong, 29th July, 1904. [1798]

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Large and lofty Rooms, Elegantly Furnished.  
Hydraulic Elevator, hot and cold water  
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Special Rates for Tourists.  
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Hongkong, 31st October, 1902. [a49]

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Cool Rooms, Elaborately Furnished, Com-  
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For terms apply—  
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Hongkong, 12nd July, 1904. [1621]

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Hongkong, 21st December, 1903. [a38]

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6th August, 1904. [a35]

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THEY ARE UNEQUALLED AT THE PRICE

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FROM THE TRAMWAY TERMINUS  
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Table D'Hôte at separate tables.

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MANAGER.  
Hongkong, 10th June 1903. [a1842]

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(HOTEL-SANTARIUM OF SOUTH

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All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
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Macao is 40 miles south-west of Hongkong  
One steamer (s.s. *Hewingsham*), daily to and  
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Canton, give easy communication with both  
these centres.  
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[a224]

## MACAO

AND

## CANTON

## HOTELS.

## A LITTLE CHANGE.

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

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WM. FARMER,  
Proprietor.  
[a1362]



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**The Daily Press.**

HONGKONG OFFICE: 14, DES VUEX ROAD CH.  
HONGKONG OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 8th AUGUST, 1904.

EXCEPT for an occasional academic comment, the domestic affairs of China do not receive much attention from the foreigner in these stirring days of larger issues. The mal-administration of the internal business of the Middle Kingdom has passed into a proverb, its rulers and governors have, with their scandalous methods, become a by-word, and it seems to all but those whom nothing seems to discourage, a waste of breath to talk of reform. In more senses than the territorial, China's integrity is respected. There are times, however, when criticism seems necessary and interference imperative. Just as the liberty of the subject is left intact until in his exercise thereof he begins to encroach upon other liberties, so the behaviour of Chinese, when it menaces the well-being of foreign neighbours and guests, must be inquired into, and, if possible, turned into less harmful ways. The matter of a tax upon Chinese subjects at Canton, or their objections to the manner of its levying, would scarcely have come under our purview if it had not developed in such fashion that it threatened to directly militate against British interests, business interests in Hongkong. To sell to private speculators a monopoly of tax collecting in certain districts is not a method of our Government. That it forms a part of Chinese municipal procedure is a fact that until recently struck us as a bad thing for the Chinese taxpayer, but not as of particular interest to ourselves. It has proved otherwise. The shipping business between Hongkong and Canton has recently been entirely disorganised in consequence of a special tax on boatmen levied

by the Kwangsi Governor to provide funds for the suppression of the rebels in that province. The syndicate's way of recouping themselves the large amount advanced has raised a fresh crop of rebels, whose ranks, in a metaphorical sense, some Hongkong business men must now be about ready to augment. The official instructions to the tax-farmer were to collect something like twenty cents per English cubic foot; but it occurred to the collectors (who, by the way, seem to have been sub-contractors of the original tax-farmer) that there was a chance to make a bigger profit by a little misunderstanding as to measuring the boats. The boatmen were not long in discovering that the cubic capacity of their boats was bigger than they could afford to pay taxes on, on this basis, and they objected. Pressure being applied, they seem to have thought of no more effective protest than a general strike. This was killing more birds than the stone was aimed at, but such was ever the way of strikers. The Viceroy, it appears, heard and understood that they had a genuine grievance, and promised redress; but the boatmen, having taken the plunge, were now determined to see the new tax altogether abolished before returning to their work. In the meantime, over here at Hongkong we began to feel the pinch of this congestion of traffic. Who is to pay the freight on the cargoes of the lighters that went and returned full, unable to discharge their loads? Who pays demurrage on the steamers detained at Canton? So far as the Viceroy's promises of readjustment go, there appears to be some ground for the boatmen's distrust of them. Our last letter from our Canton correspondent mentions the punishment of those who were supposed to have been advising and assisting the strikers. It says nothing of disgrace awaiting the "squeezed" collectors, or of the total prohibition of the tax. With China's Solomon-like freedom of dispensing justice, there ought to be plenty of excuse for taking away from the tax farmer the privilege he has paid for. Apart altogether from possible Chinese treatments of the situation, is there no opportunity of applying the provisions of section three of our commercial treaty signed at Shanghai two years ago, one of which is to the effect that "junks, boats, or carts shall not be subjected to taxation beyond a small and reasonable charge, paid periodically at a fixed annual rate"? Or has clause seven of section three of the Chefoo Convention of 1876 no relevance? It seems to us, for it mentions that the Governor of Hongkong, in consequence of interference with the junk trade of the Colony, establish the principle that the Chinese Government must protect its revenue without prejudicing the interests of the Colony. Here is a Chinese revenue question which is patently prejudicial to Colonial interests, so it may safely be assumed that the attention of our governing authorities has been already called to the matter, and that they are considering the matter with the seriousness it demands.

There is to be a Japanese Consulate at Chin-kiang.

The steamer *Scinted* went ashore near Naga-saki on July 27th.

The German mail of the 6th July was delivered in London on the 5th inst.

The funeral of Mr. C. W. F. Diercks, late examiner of the I. M. Customs, took place at Shanghai on July 30th.

The emigrant steamer *Ascol* left on Saturday afternoon for Taku to take the coolies collected there to South Africa.

H.M.S. *Eclipse* left for Home on Saturday, being lustily cheered, as she left the anchorage, by the men on the *Tamar*.

The Tokyo Foreign Office advised, on the 1st instant, the delay of steamers intending to leave Shanghai for Newchwang.

The U.S. transport *Ajax* carried away the bowsprit of the French gunboat *Surprise* at Shanghai, both vessels having drifted from their moorings in heavy weather.

Following the example of Hongkong, the Board of Health in Manila has begun a crusade against the mosquito. All pools and stagnant water in the low-lying suburbs are to be liberally sprinkled with petroleum, which is an efficacious remedy for destroying the pest in its germinating stage.

On Saturday evening another entertainment was given at the Metropole Theatre. The trams were working, but there were several blockages on the line. This, though partially due to bad management, was mainly caused by an overcrowding of cars. The programme at the Metropole went very smoothly. Those who contributed were Tom Morcomb, Miss Dona Grey, Miss Gertrude Masie, Jim Morris, and Hugh McCormick. The latter was particularly good in his mimicry. "Razor Jim," a farce, was played in the second half, and a bioscope exhibition brought the entertainment to a close.

Mr. Durnovo, Mr. von Plehvo's Chief Assistant, has been appointed Russian Minister of the Interior ad interim.

Subadar Balkhriana Rao, 110th Mahratta Light Infantry, has been appointed Honorary Aide-de-Camp to H.E. the Governor.

Licences to shoot and take game are due for renewal or issue on the 1st September. The amount payable has been increased to \$10.

There were three Chinese deaths due to plague during the day ending noon on Saturday. The report mentions that one of the previous day's cases was imported from Canton.

The 29th July was the hottest day of last month. The temperature stood at 90 degrees. During the month rain fell on nineteen days. In all there were 147.4 hours of sunshine.

The appointment of Hon. William Jardine Gresson, as temporary unofficial member of the Executive and Legislative Councils, has been approved by the King.

Inspector McEwen has been appointed for the purpose of carrying out the provisions of the Bye-laws for the prevention or mitigation of epidemic, epidemic or contagious diseases, vice D. J. Mackenzie.

It is stated that the steamer *Holstein* has been seized at Saigon by the Customs authorities, on the pretext that she was endeavouring to smuggle in opium. The *Holstein* left Hongkong for Saigon on the 27th ult. The Customs authorities were willing to release the steamer under a \$30,000 guarantee.

Two reasons were suggested to the P. & T. Times for the Russian treatment of the *Prinz Heinrich*, and the seizure of the mails. (1) Advice and information to the Japanese Government from Continental sources and otherwise. (2) Leakage of Russian plans and movements from Russian Government sources.

The return of the average amount of bank notes in circulation and of specie in reserve in Hongkong during July is as follows:—

Banks.	Average.	Reserve.
Chartered Bank	8,231,541	\$2,200,000
H.K. & S. Bank	12,663,879	7,000,000
National Bank	397,638	150,000
<b>Totals</b>	<b>\$16,293,058</b>	<b>\$9,350,000</b>

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge, with thanks, donations of \$25 from the Man On Insurance Co., Chan On Insurance Co., Po On Insurance Co., Kwong Wing Shung, Tai Tak Co., Hip On Insurance Co., Tak On Co., Fak On Co., Un On Co., and Tak On Insurance Co. Also a contribution of \$20 from Wing Tseung Wa.

Mrs. Paterson, a well-known elderly lady who came to Manila in the early days, committed suicide last week at Calocaca. Mrs. Paterson was very successful as a restaurant keeper in those days, says the *Sunday Star*, but lately had been living in straitened circumstances. She was very much attached to a canine pet which had died some time previously, and it was on this animal's grave that she shot herself.

The Viceroy of Liang-Kiang has sanctioned the request of some wealthy native gentlemen of Canton for the construction of a short line from Saushui to Kiangmen (Kongmoon) as a branch of the Yueh-Han trunk railway. It is said the capital will be subscribed from both foreign and Chinese merchants at Hongkong, Singapore and other foreign colonies. The promoters, says the P. & T. Times, are now only awaiting the final approval of the Boards of Commerce and Foreign Affairs.

The following table gives the monthly rainfall at the Observatory to the end of July with the means and extremes for 20 years:—

	1904.	Mean.	Max.	Min.
January	0.12	1.32	8.43	0.00
February	0.20	1.86	7.95	0.02
March	3.76	2.63	10.43	0.17
April	1.91	5.56	14.89	1.34
May	7.70	13.43	48.84	1.15
June	19.64	16.80	34.37	2.34
July	7.23	13.32	28.24	4.57

The year's rainfall to the end of the month amounts to 46.56 inches, the 20 years' mean for the same period being 54.92 inches.

Unless cause be shown to the contrary the following nine companies will be struck off the Register and dissolved, at the expiration of three months:—The Peak Building Company, Ltd., Hongkong Paper Manufacturing Company, Ltd., The Salt Company of Hongkong, Ltd., The Societe Generale pour l'Exploitation du Tonquin, Ltd., The Victoria Coffee Estate, Ltd., The Hongkong and China Rice Company, Ltd., The Koba Publishing Company, Ltd., The Stock Share and Debiture Investment Company, Ltd., and the Hongkong Printing Press Company, Limited.

## THE SHAIKIWAN SUICIDE.

In our report of the suicide of an unknown European at Shaikwan, published in our issue of Saturday, it was mentioned that a ticket for the Soldiers' and Sailors' Home was found on the deceased, and that on inquiries being made at that institution the manageress stated that a man named Laird was missing. Our report mentioned what was related to the reporter of the circumstances of Laird's connection with the Home, and added that the body at the mortuary was furnished to him. Alex. Laird, who stated that he was the man referred to in the paragraph, called at the *Daily Press* office on Saturday, naturally resenting the association of his name with the occurrence. We therefore take the first opportunity of making the correction and expressing our regret for the annoyance the original paragraph must have occasioned.

## THE WAR.

[FROM OUR OWN CORRESPONDENT.]

## STEAMER SERVICES TO JAPAN CEASE.

LONDON, August 5th.

The P. & O. steamer *Malacca* leaves Algiers on her Eastern voyage to-day.

The P. & O. Company, and the Holt line, have decided to refuse cargo for Japan.

[JAPANESE OFFICIAL TELEGRAM.]

## THE TOMUCHING CASUALTIES.

TOKYO, 5th August.

Our Tomuching attacking army reports that in that engagement our casualties numbered 660, whereof 194 were killed and 666 wounded. We buried about 700 corpses of the enemy with due respect. We captured six field-guns, many rifles and shells, and large quantities of flour, barley, ammunition etc. General Kuroki reports that in the engagement of Yushulintzu and Yangtzing, our casualties totalled 946, including 40 officers. The enemy's casualties are estimated at 2,000 at least. We captured eight officers and 149 men, two field-guns and many rifles, tents, shells, etc.

## THE YUSHULINTZU VICTORY.

TOKYO, LATER.

According to the detailed report now received from General Kuroki, relating to the Yushulintzu fighting on the 31st ultimo, the Russians had one of their heaviest reserves five miles away, at Pyenling, south of Yushulintzu. Our detachment managed to turn the flank of the retreating Russian column, and poured in a severe fire upon its whole line, the range varying from two hundred to a thousand metres. This column, so badly cut up, consisted of three regiments of infantry with four guns. In the afternoon parties of Russians returned to the field, flying the Red Cross flag. We ceased fire, and permitted them to carry away their wounded.

[REUTER'S SERVICE.]

## THE UNITED STATES AND RUSSIAN SEIZURES.

LONDON, 4th August.

News from Washington says that the United States Government is corresponding with the Russian and other Governments relative to Russian seizures of shipping. Under no circumstances will America recede from the doctrine that foodstuffs not directly intended for a belligerent army or navy cannot be regarded as contraband of war.

## THE VLADIVOSTOCK SQUADRON.

LONDON, 4th August.

The Vladivostock Squadron has returned to Vladivostock. Admiral Jissen says that he did not follow the Japanese ships which took refuge in Hakodate as he did not purpose engaging the forts.

## THE "MALACCA" CASE.

LONDON, 4th August.

The secretary of the P. & O. Co. writes to the *Times* denying the Russian official declaration that the *Malacca* was seized because the captain refused to show his papers. Not only were the mere manifests given up, but a number of the ship's people who were sent on board the *St. Petersburg* were offered inducements to give information to justify the seizure.

## TWO MORE VOLUNTEER CRUISERS.

LONDON, 5th August.

Russia has notified the Porte that two coal-laden Volunteer Cruisers are about to pass the Dardanelles, Russia undertaking that they shall retain the character of merchantmen.

## A PRECAUTION BY THE P. &amp; O. CO.

LONDON, 5th August.

The P. & O. Co. announce that owing to the uncertainty in reference to contraband, their steamers will cease carrying passengers or cargo beyond Shanghai, but steamers will continue to fetch cargo from Japan.

## THE "ARABIA" RELEASED.

LONDON, 5th August.

The *Arabia* has been released at Vladivostock after a quantity of flour and railway material had been removed.

## THE YUSHULINTZU BATTLE.

LONDON, 5th August.

Russian despatches, while admitting considerable losses, including six guns, declare that the operations on the 31st July were indecisive. The battle began under the most favourable auspices for the Russians, but eventually the Japanese succeeded in outflanking and enfilading the Russians, who had one battery completely shattered.

## WAR ITEMS.

PORT ARTHUR.

Mr. Noma, the Japanese Consul here, kindly informed us late last night that he had no word of Port Arthur's fall. It is safe to say that the rumours going round were premature.

MINES IN THE HIGH SEAS.

The C. N. S. *Huon*, bound from Chefoo to Newchwang, observed a floating mine thirty miles west of Port Arthur on July 27th. She lowered a boat and found that the mine was securely anchored in the ocean highway. A duplicate captured by the Japanese was seen in Sasho. There were five glass tube detonators at the foot of a long projection. They lay the mine three times with a Winchester rifle at 400 yards range without fracturing the tubes. The captain made accurate cross bearings. Two hours later, two Japanese destroyers, steaming thirty knots, in the offing, signalled the *Huon* to stop. They instantly boarded her and searched the ship for contraband. The captain reported the location of the mine, and the Japanese promised to destroy it immediately and left heading for it. It will perhaps be remembered, says the *N.C. Daily News*, that it was reported some time ago that the Russians were buying all the junky anchors they could get in Newchwang, ostensibly for the construction of a bridge of boats over the Liao. These anchors were doubtless bought for use with mines.

PORT ARTHUR HARD PRESSED.

An impression prevails in well-informed circles that the doom of Port Arthur is imminent. The attempted sorties by the Russians are instantly attacked, and their troops are regularly compelled to retire to behind their original line. An idea that the Russians will surrender is spreading among some sections of the besiegers. A private letter from Weihaiwei dated Thursday, the 28th ult., says that a report has just come to hand by a Japanese who arrived the previous day from Dalny, that the Japanese have succeeded in getting heavy guns into position on the heights in the rear of Port Arthur, and the attack on the town from this battery has been commenced; but the desired result will probably not be completely attained before the second week in August.

## THE LOSS OF THE "HAESHIN."

The finding of a Court of Enquiry held at the Custom House, Shanghai, on the 20th July at the request of the China Merchants' Steam Navigation Co., for the purpose of investigating the circumstances connected with the loss of the C.M.S.N. Co.'s s.s. *Haeshin* near Tse Islands on the 18th June, 1904, was published in the *N.C. Daily News* on the 30th. It was as follows:—

1.—The s.s. *Haeshin*, of 763 tons net register, owned by the China Merchants' Steam Navigation Co. and commanded by Captain J. P. Lowe, left Shanghai for Foochow on the forenoon of the 14th June, 1904, with a full general cargo and 137 passengers and crew all told. Draft 13 ft. 8 in. forward, and 15 ft. 6 in. aft.

2.—All went well until the morning of the 16th June, when the ship struck a rock to the N.W. of the Tse Islands. The Master on finding that the ship was sinking, anchored, and lowered all the boats, by which the passengers and crew were safely landed on Tse Island and the mainland.

3.—That in the opinion of this Court the *Haeshin* struck on a rock about 6 miles N. 52 W. from Tse Island Peak.

4.—That Captain Lowe steered a right and proper course from his position off Turret Island, considering the flood tide and the fresh S.E. wind.

5.—That the Chief Officer committed an error of judgment in not calling the Captain when he sighted Tse Island four points in the port bow and not being able at the same time to see Pingfong Island, from which fact he ought to have concluded that the ship was to the eastward of her course.

6.—That the accident was due to a stronger N.E. jet of the tide than could be reasonably expected under the circumstances.

7.—That after the accident the behaviour of the Master, officers, and crew was in the highest degree commendable, in that they got the boats out to quickly and thereby saved the lives of all on board.

8.—The Court regrets that the Captain, owing to being unwell, was unable to be on deck as much as he otherwise would have been when passing a place where the China Sea Directory advises that caution should be exercised.

## CANTON NOTES.

[FROM OUR CORRESPONDENT.]

6th August.

## THE BOATMEN'S STRIKE.

On account of the strike of the boat population, in opposition to the collection of taxes upon their boats by the monopolists as mentioned in my last letter, the shipping in the Canton River suffered considerably, and the merchants, foreign and Chinese, were put to great inconvenience and loss; inasmuch as cargo from Hongkong and other places had to be taken back again, and cargoes of rice and beans from Shanghai, Chinkiang, and Wuhu had to remain in Fong Tsun or Fate, and the export of large quantities of silk and sundry goods had to be stopped in transit, the strikers threatening to destroy or burn any boat or boats that dared to go and take them. In consequence of the strike rice was getting dearer, and the rice guild or market opposite Fong Tsun had to engage about thirty "braves" for its protection. If this state of things had continued for three or four days longer Canton would have been in a blaze of rebellion. At last the Chinese officials were brought to their senses, and the prefect of Kwang Chow-fu, together with the magistrates of Nanhui and Pao Yu, issued a notification yesterday to stop the collection of the tax. Promising to punish the delinquents, it exhorted the boat people to resume their trade. One of the secretaries of the court martial, by name Li Chon Hip, was implicated as prime mover in this trouble, being found counselling, aiding and abetting the boat people to resist the taxation, and to strike. He was threatened with deportation, and is now imprisoned in the Nanhui gaol. In connection with this taxation the boat people in the districts of Sam-Sai, Kong Chuan, and Shek Ma—a distance of a few hours by steam launch from Canton—were on strike too, the sheds of the tax collectors being burnt, and some people killed.

## CORRECT VERSION OF THE SHOOTING AFFAIR.

The other day a few Indians were collecting boat taxes for the monopolists, and during the skirmish between the collectors and the boatmen they were pelted and had to beat a retreat. It has been the custom for the Chinese actors to break up their company during the 6th moon every year, and form a new company again. During this time they have nothing to do, and were strolling about for sight-seeing. It happened that towards the evening of the 1st inst. two Indians in Wong Sha, where the railway station is, were cooking their meal. As usual a big crowd gathered round out of mere curiosity to see what it was. The Indians were naturally annoyed, and taking sticks drove them off. The crowd got excited and pelted them. They ran into a getdown close by and came out with two Americans armed with revolvers helping them, and shot one of the Chinese dead. This matter has been reported to the authorities, and as usual some indemnity may be exacted to recompense the relatives of the deceased.

It is rumoured that the Viceroy Shun Chon Hun is not coming back to Canton. H.E. Ngai Chung To, the Viceroy of Two Kiangs, will succeed him, and if he does not put down the Kwangsi rebellion in three months he will be recalled to Peking.

## CHINESE EX-MAGISTRATE BROUGHT FROM MACAO.

Since the ex-magistrate Pui King Fuk had fled to Macao for concealment (that was on the 14th of April last—requisition being made for his extradition) there has been a conflict of opinions. Some say he should be extradited, and others say that he should not. At last it turns out that yesterday he was taken back to Canton by two torpedo-boats, one for him and one for mandarins Loi and Fu. On his arrival at Canton he was put in a chair, dressed in a long white coat, with an iron chain round his neck, and escorted by a guard of marines, Chinese police, and "braves" to the Viceroy's yamen. He was brought into the Court, composed of the Provincial Treasurer (who was acting for Viceroy), the Provincial Judge, the late Prefect Shun of Kwang Chow-fu, and the two Magistrates. On questions being put to him he did not answer, but started weeping loudly. The officials ordered him to be put in chains and had him conveyed to the Nanhui gaol to be imprisoned till further orders.

## CURIOUS HOT WEATHER CUSTOM.

In this trying period of extreme heat the Japanese have one consolation peculiarly their own. On "Cows' Day," which this year was the 30th July, the members of a family are entitled to feast on cows, which they say strengthens them in a peculiar manner to bear the heat. But the cows must be eaten on "Cows' Day." The price of the fish jumps up as this day approaches, for the dealers know they may count upon a brisk demand; even the most distant of hosts, the most hard-hearted of fathers, give way to the wishes of the gentler sex and the children on "Cows' Day."—*Kobe Herald*.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 7th at 11.45 a.m. The barometer has risen in the Philippines and in Mid China and fallen slightly in South China.

The low barometer in the Philippines yesterday would appear to have been caused by a typhoon crossing Luzon, and moving towards the N.W. at present. Light variable winds will prevail in the Formosa Channel and in the northern part of the China Sea.

Forecast:—Light variable winds, fine.



## HONGKONG JOTTINGS.

A correspondent inquires whether coroners' inquests are ever held in Hongkong, and, if so, who is supposed to hold them? The answer is that coroners' inquests are held in Hongkong, though very rarely, the Police Magistrate being the coroner. My correspondent asks the question in connection with the death of a European resident who, according to the newspaper reports, was found in the roadway one day last week with a bad wound on his forehead. It is suggested that the unfortunate man's fall was occasioned by certain repairs which were being done to the road. I agree that if this is all that is known of the matter, a coroner's inquest should have been held to determine whether or not the accident was due to any neglect to insure public safety on the part of the persons effecting repairs to the roadway in question, or whether, as might conceivably have been the case, the wound was caused in any other manner.

A few nights ago I witnessed on one of the wharves a man in a rage with a coolie. "I don't understand your vernacular language," he began, wrathfully, and much to my amusement, "but how dare you, you—?" Well, it would never do to give in a newspaper a verbatim report of the avalanche of hard words which the stupidity of the coolie caused to fall from the lips of his offended master. The next morning I read in the *Daily Press* a paragraph headed "Why Men Swear," in which the excuse given was that the working man never learns a title of the expressive adjectives and adverbs that abound in our language. But his soul hankers after something more virile than "very" and "extremely," and in his meritorious but unlearned endeavour to be picturesque he falls into the error of profanity. This paragraph assumed that it is only the illiterate working man who swears, but many who swear roundly would be greatly offended if on that account they were regarded as illiterate. The man I saw swearing on the wharf was an absolute stranger to me, but he was apparently in the social scale a plane above the working man. If he had not the excuse of the illiterate how would you account for his use of disgusting language in a public place and within the hearing of several ladies, except on the grounds of moral depravity?

Very few people in Hongkong know of the beautiful tracts of country to be met with not more than a few minutes' walk from Yau Ma Tei. Over there in some of the valleys one comes across smiling orchards filled with fruits of the season, pumeloes, plums, guavas, and pineapples. At Homintan, for instance, all these trees flourish and bear fruit in a manner calculated to more than repay the visit of the casual caller.

His Excellency the Governor has naturally spent a very busy week making himself familiar with the topography of the Colony and with its most prominent citizens. One little change the public has been quick to notice in connection with His Excellency's movements about town. His Excellency has eight crimson-clad coolies to his chair instead of four. Not since the gubernatorial reign of Sir John Pope Hennessy has a Governor of the Colony been borne in his chair by eight men, except on very rare occasions; but as on the mainland a Viceroy is always borne by eight men it is rather a matter of surprise that the King's representative in Hongkong, with its large population of Chinese, has not always deemed it desirable to move about with a corresponding equipage.

The decision of the Chief Justice in the Bamboo Pole Case has evidently given unsatisfactory satisfaction, not only because such a decision was generally desired, but because his lordship clearly demonstrated in his lengthy judgment that the law on the subject does not so strangely conflict with the public convenience and safety as the Magistrate who raised the question in the Police Court reluctantly concluded it did. While regretting the difference of opinion in the Higher Court on the question, and while admiring the conscientiousness of the Puisne Judge who supported the Magistrate's view of the matter, the public judgment is absolutely in accord with that of the Chief Justice. With all due deference, I suggest that the arguments of His Honour the Puisne Judge are more specious than sound. Take for example, His Honour's illustrative parallel—the case of a man carrying a rifle. How can we make the distinction, he asked in effect, between the man carrying a rifle on the pavement and the coolie with his carrying-pole? The intelligent policeman might readily note that distinctions exist which make an appreciable difference in the degree of annoyance and inconvenience caused to the public in the two cases. First it will be noted that the bamboo pole is half as long again as a rifle, and then it will be observed that while a man carries his rifle of the shoulder, the coolie, as a rule, carries his pole horizontally on the shoulder. If the man properly carrying his rifle turns suddenly to the right or left he does not usually strike the man behind him on the head with the bamboo pole, but I have seen the horizontally-borne bamboo pole strike as many as three persons at one turn of its human pivot. If a man carries his rifle so improperly or carelessly as to annoy or inconvenience the public then he ought to suffer the same penalties as the pole-carrying coolie. It is in the interests of public safety and convenience that laws are made, and the man who annoys or inconveniences the public, whether with a bamboo pole, a rifle, or anything else, ought to be taught that it cannot be done with impunity. The point for the policeman and the magistrate to decide is whether the thing carried annoyed or inconvenienced the public using the footpaths. It is after all a very simple question.

BANYAN.

## "BARON GORDON" WRECKED.

"LOK SANG" BRINGS CREW TO HONGKONG.

The *Lok Sang*, Capt. Wheeler, arrived from Bangkok yesterday. She picked up the crew of the *s.s. Baron Gordon*, wrecked on Bombay Shoal, on Friday last. Capt. F. Wheeler describes his adventures as follows:—

We left Bangkok with a cargo of rice, on the 30th ult.; we were bound up to Hongkong. Arriving in Lat. 16°30' N., Lon. 113°18' E., at about 4 p.m. on the 4th inst., a lifeboat, flying signals of distress, was sighted. I at once slowed down, rescued the men and hauled up the boat. There was no difficulty in doing this, as only a moderate wind and sea were coming from the S.W. The men were rescued turned out to be the chief officer, third officer, third engineer, and a few lascars belonging to the *s.s. Baron Gordon* which they informed us was a wreck on Bombay Shoal, lying some 48 miles S.W. by W. from our then position, with the remainder of the crew, about 45 in number, on board. They were not short of provisions, but fearing that bad weather might come on at any moment I did not like to leave them till help was sent from Hongkong, so I turned my ship's nose around and headed for the shoal. We sighted the *Baron Gordon*, flying signals of distress just before dark. The weather was fine, but as mountainous breakers were curling over the edge of the reef nothing much could be done that night. We fired a couple of rockets, however, to show that the signals of distress had been seen, and we stood by, about two miles off, till morning. During the night, those on watch lighted flares every few minutes to keep the poor fellows hearts up. At daybreak, when we were able to take in the situation, it was seen to be impossible to get the crew off on the south side of the shoal. The wreck was standing perfectly upright on the reef, about fifty feet from the edge, just like a vessel in dock. The water around her, only 18 inches deep, was perfectly calm, but at the edge of the reef the rolling waves roared loudly as they broke into snow-like foam, and covered the water in the vicinity with froth. The only thing to be done, under the circumstances, was to steam around to leeward of the shoal and try our luck there. This we did, and hove-to about a cable's length from the coral. The shoal is a great ledge of coral, 13 miles long, and 3½ miles wide, rising precipitously out of the depths of the ocean. Taking soundings over edge one would find a sheer drop of 100 fathoms. The reef itself is just covered by water. In the centre is a large lagoon, or lake. Well, the poor chaps on the *Baron Gordon* had to cross this shoal with their boats to get on the lee (north) side of it, so as to get off the *Lok Sang* with safety. It was indeed a tough task. The boats were carried over the coral from the wreck to the lagoon, rowed across the lagoon, carried over the coral again, and finally "pulled" to our steamer. It was a herculean job, as can be imagined when I tell you that the shipwrecked crew were not all aboard till four o'clock that afternoon. Three boats had to make two journeys. I finally hauled up the three boats—that was four boats in all—and headed for "Hongkong. All the men of the *Baron Gordon*, eight Europeans and 44 lascars, were saved. Altogether my ship was delayed 36 hours. I might mention, by the way, that there are three wrecks on Bombay Shoal, not counting the *Baron Gordon*—they are wrecks no mention of which is made on the chart.

Capt. Crocker, of the *Baron Gordon*, describes his disaster thus:—

We left Hongkong for Sourabaya (Java) on the 29th ult., at one o'clock in the afternoon. We were in ballast, but had some 1,200 tons of bunker coal aboard. At the outset fine weather was experienced. On Saturday night (30th ult.), however, the breeze started to freshen. The barometer seemed to keep pretty steady through. At ten to three on Sunday morning it suddenly dropped half-a-fathom. Thereabouts, also, the wind shifted from the east to the E.N.E., blowing in fitful gusts. I could see we were in for it—it was a typhoon. We encountered fierce squalls accompanied by blinding rain. So thick was the weather that one could not see the forecastle-head from the bridge, and even during the short intervals between squalls the wind blew with frightful force. Tremendous seas tossed the ship about, so that the engines raced almost continuously. I knew exactly where I was, for I had taken observations on the previous day. We were, however, able to make very little headway; it was all leeway. The steamer, in fact, was unmanageable. At times it was unsafe to allow the engines to revolve more than thirty-five per minute. This sort of thing continued till one o'clock in the afternoon, when the wind jumped suddenly from E.N.E. to S.E. by E., driving us N.W. towards the reef. At about 4 p.m. a towering wave, like many predecessors, lifted us another pace or two. The ship began to careen, and we discovered we were on a reef. Captain Crocker thinks it may be possible to save the ship. She is a new vessel of 1703 tons net (4,235 gross), and was launched at Glasgow on the 30th of October last. She arrived at Hongkong from Moji on the 22nd ult., with a cargo of coal for Messrs. Bradley & Co.

One of the most interesting and curious customs of the Chinese which can be observed in the neighbourhood of Hongkong is the business of the frog-fisher. He uses as a rod a long bamboo pole with a line attached, on which is fastened an enticing young frog. The elderly animal when he sees the young fry bites at it and either gets hold of a leg or swallows the whole thing whole and is hauled out of the pond and captured on dry land. The frog-catcher, too, makes money, for frogs sell for as much as 30 cents a catty and sometimes more.

## AQUATICS.

## SHERWOOD FORESTERS' SPORTS.

Committee:—Capt. Pennell, Lieut. Mamby, Lieut. Hodgson, Lieut. Foster. Starter:—Capt. Radford.

By kind permission of the Committee the Sherwood Foresters held their annual aquatic sports at the V.R.C., Kowloon, on Saturday afternoon. The stand was principally occupied by soldier spectators, with a fair number of civilians. A special launch left Murray Pier at 3 p.m., returning after the conclusion. Amongst those present were H.E. Major-General Villiers Hutton, C.B. (Commanding His Majesty's Forces in South China and Hongkong), and Lieut.-Col. C. N. Watts (Commanding Sherwood Foresters). When H.E. the Major-General arrived, shortly after the aquatic sports commenced, he was greeted with three ringing cheers. The prizes were mostly carried off by a few swimmers, but the sport, nevertheless, was good. A race was given for members of the V.R.C., and as a wind up the Club played a scratch game of water polo. H.E. Major-General Villiers Hutton presented the prizes, giving the men a few hints on swimming. The proceedings came to a close with three more cheers for His Excellency, three for the V.R.C., and three for Lieut.-Col. Watts and officers of the Sherwood Foresters. Results were as follows:—

TEAM RACE.—"G" team, 1; "H" team, 2. The teams were comprised of companies of four. Each man of the respective teams swam out to the board and returned in succession. No man was allowed to start until his preceding man had touched the pier on return. All four teams completed at the same time. First prize \$12; 2nd \$4. Result:—

"G" team.—L.-Cpl. Humphreys, Bandmen Hayes and Woods, and Pte. Rice. 1.  
"H" team.—Ptes. Bugler, Reynolds, Madin and Savage. 2.  
"E" team.—Sergt. Barton, L.-Cpl. Godber, Ptes. Wilkins and Batten. 0.  
"B" team.—Ptes. Dodd, Gilpin, Bayford and Gibbons. 0.

This event proved an easy win for "G" team.

\*SPRINT RACE.—Pte. Bastow, 1; Pte. Felden, 2; Pte. Scrimshaw, 3. This was a race for young soldiers only, open only to men with two years' service, or less, in the Army. First prize: \$5; 2nd: \$3; 3rd: \$1.

Four men faced the starter, Ptes. Bastow, Felden, Scrimshaw and Smedley. Pte. Bastow was an easy winner.

\*BREAST STROKE RACE.—Pte. Lawson, 1; Pte. Savage, 2; Pte. Madin, 3. The regulation was that one side stroke would disqualify. First prize: \$5; 2nd: \$3; 3rd: \$2.

The competitors were Ptes. Lawson, Savage, Madin, Bristowe, Fletcher, Goodband, Ward and Barton. A very good race.

\*SPRINT RACE.—L.-Cpl. Godber, 1; Cpl. Bacon, 2; Pte. Richardson, 3. A sprint race open only to N.C.O.'s and men of Battalion. First prize: \$8; 2nd: \$5; 3rd: \$3.

There were five competitors: L.-Cpl. Godber, Cpl. Bacon, Ptes. Richardson, Bristowe and Bastow. Godber and Bacon had the race between them.

PLUNGING.—L.-Cpl. Godber, 1; Pte. Savage, 2; Cpl. Bacon, 3. The men plunged from a springboard about ten feet above the water. Points were given for style in entry and recovery, and not for length of shoot. Three plunges. First prize: \$7; 2nd: \$4; 3rd: \$2.

L.-Cpl. Godber	14	14	16
Pte. Savage	12	14	14
Cpl. Bacon	12	12	10
Pte. Woodward	4	4	8
Pte. Barton	4	4	8
Pte. Dickinson	8	8	12
Pte. Ward	8	10	12
Pte. Day	8	4	8
Pte. Lawson	8	12	8
Pte. Fletcher	8	8	8
Pte. Bristowe	12	1	12
Pte. Bingby	8		12

\*MARKSMEN'S RACE.—Pte. Batten, 1; Pte. Norris, 2.

This competition, a sprint race, was only for marksmen who fired at the last course. It was rather uninteresting, there being only two competitors. First prize: \$5; 2nd: \$3.

\*CORPORALS' RACE.—L.-Cpl. Godber, 1; Cpl. Bacon, 2.

This was another sprint race, with two starters. It was open only to Corporals and Lance-Corporals. First prize: \$5; 2nd: \$3.

SWIM UNDER WATER.—Pte. Storer, 1; Pte. Bristowe, 2; Pte. Day, 3.

This event was judged by the longest swim. The point on shore opposite which any part of the body first touched the surface after entry decided the length of the swim. First prize: \$7; 2nd: \$4; 3rd: \$2.

A rather amusing event, as some of the competitors took a wrong course, and though they swam a long distance it was in the wrong direction. Starters were: Ptes. Storer, Bristowe, Day, Lawson and Bastow.

QUARTER-MILE.—Cpl. Bacon, 1; Pte. Madin, 2; Pte. Storer, 3. Thirteen lengths. First prize: \$12; 2nd: \$6; 3rd: \$3.

This event was rather too much for the swimmers. The competitors were: Cpl. Bacon, Ptes. Madin, Storer, Goodband and Butler.

LIVE SAVING.

In this event four men swam to the board, and they were followed by four others who "saved" them by swimming home with them on their backs. The winner, it may be remarked, nearly pulled a tuft of hair out of

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the head of the man he rescued. Four entries.

Result:—  
Bastow saved Goodband. 1  
Savage .. Reynolds .. 2  
Freeman .. Day .. 3  
Lawson .. Bristow .. 4  
V.R.C. RACE.—E. Humphreys, 1; J. Wichechell, 2.

A race for members of the Victoria Recreation Club. Four lengths. Two prizes. A splendid exhibition. The starters were:—

E. Humphreys	10	10	10
C. F. Orieo	10	10	10
C. M. S. Alves	10	10	10
J. M. Roza Pereira	10	10	10
C. Humphreys	10	10	10
A. J. V. Reboiro	10	10	10
A. V. Barros	10	10	10
A. E. Alves	10	10	10
J. S. Wichechell	10	10	10
E. H. Alves	10	10	10
E. C. Wichechell	10	10	10

\*All events were out to the board and return, 47 yards. The course was considered completed when competitor touched the board at finish end.

## POLICE COURT.

Saturday, 6th August.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

ALLEGED UNLAWFUL POSSESSION.  
Three Chinamen were charged with unlawful possession of aerated water bottles bearing the name of "A. S. Watson & Co., Ltd." Mr. J. Harston, solicitor, of Messrs. Ewins and Harston, presented; and Mr. E. J. Grist, solicitor, of Messrs. Wilkinsons and Grist, defended.

A police sergeant gave evidence that he found nine baskets of the bottles at Tong Han's (the first defendant) premises in Yam Sam Lane. Of these 543 bottles bore the name of "Watson," whilst others were marked "Watkins & Co.," and "Llewellyn & Co. Shanghai." He thought the bottles had been deliberately concealed.

Mr. Grist said that Watson's aerated water could be purchased at any place in the Colony; if they searched his (Mr. Grist's) house they would find them there. (Laughter).

The case was dismissed.

SAILORS FINED.  
Two merchant sailors charged with fighting were fined \$4 each.

ATTEMPTED SUICIDE.  
A Chinese woman from Hunghom was charged with attempting to commit suicide. Defendant admitted the charge, saying she had been beaten by her husband and father-in-law. She jumped into the harbour, but was rescued by another woman.

The magistrate cautioned her husband, and ordered that the brave woman who had effected the rescue should receive a dollar from the poor-box. He told the defendant, a woman of 20 years, not to be so foolish again. She was to report herself at the Magistracy in a week's time.

MAN BIRCHED.  
A man convicted of snatching a purse from a woman at Central Market was sentenced to a month's imprisonment, six hours' stocks, and six strokes of the birch.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

RAKE CONFISCATED.  
A Japanese was charged with possession of illicit saké. Two barrels of the spirit were found at his house in Pottinger Street; and it was discovered that he had also sold other saké to Mr. Joejeebhoy, an Indian merchant.

Mr. P. W. Goldring, solicitor, of Mr. John Hastings' office, defended. He admitted the charge, but pleaded that his client was ignorant of the law.

Defendant was fined \$20 and the two barrels of saké were confiscated.

RICKSHA COOLIE PUNISHED.

An Indian constable charged two Chinamen with fighting in the public street. One defendant, it appears, employed the other, a ricksha coolie, and gave him five cents for a ride. The coolie demanded two cents more and assaulted his patron. The ricksha man was fined \$7 or 14 days imprisonment, and the other was discharged.

## THE MAKING OF PIANOS IN HONGKONG.

When one hears for the first time of pianofortes being manufactured in Hongkong, the information is apt to create considerable surprise. Why it should do so it would perhaps not be easy to satisfactorily explain. The irreconcilability of the musical tastes of the Oriental with those of the Occidental may suffice to provoke a smile at the idea of Chinese workmen being employed to manufacture the modern piano, but when we reflect upon it there appears no reason why, under the necessary European supervision, the Chinese workman should not be as good at making the various parts of the piano as he is in contributing in the building of a ship, or a modern European mansion. Primarily in the making of a piano, as in the building of a ship, everything depends upon the designer, and the overseer whose duty it is to see that the work proceeds in strict accordance with the design. It is scarcely necessary to say that a thoroughly competent and practical piano-maker needs to have a scientific and practical knowledge of the highest order, as well as most thorough training. He must be a master of acoustics, so as to be able to draw a scale, as on this largely depends the tone of the instrument; he must have a thoroughly musical ear, and a musical education. In addition he must have knowledge of the relative grades and values of all the raw material employed in the construction of the piano. Such a combination of knowledge is not possessed by even the best of Chinese workmen. Their work has to be specialised, and in their several departments they are trained to a degree of efficiency which compares favourably in the

## ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

## LONG, HING &amp; CO.,

PHOTO GOODS DEALERS,  
17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Choo).

Hongkong, 8th August, 1904.

## THE LAHMEYER ELECTRICAL CO. LD.

LONDON

ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.  
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—  
SIEMSEN & CO., SOLE AGENTS FOR CHINA.

result with that of the home factories. It will astonish most readers to learn that the Robinson Piano Co. are manufacturing something like thirty pianos a month in their workshops at Wanchai, where upwards of one hundred hands are constantly employed. These pianos have not only a local sale, but are exported to Singapore and Shanghai, where the firm has branch establishments, and from these three emporiums they find their way to the numerous other centres of European population in China and the Straits Settlements.

As pianos by well-known makers can be imported from Europe as cheaply as it is possible to sell any instrument of local manufacture, it at first sight seems astonishing that there should notwithstanding be a constant and increasing demand for pianos of local manufacture. The reason for their growing popularity, however, is not far to seek. It is to be found in the fact that the humidity of our climate plays and havoc with the moderately-priced European piano, and even with many of the most expensive instruments constructed at home designedly to withstand the effects of any climate. Actual experience of the baneful effects of the climate upon the several parts of the imported piano enables the local maker to improve upon the usual methods of construction, and so, combining strength and durability with a sweetness of tone fully equal to that of the average piano, gains an advantage which it would in the purchase of an instrument be unwise to ignore.

A representative of the *Daily Press*, desirous of seeing the process of manufacture, obtained permission to visit the Robinson Piano Company's workshops at Wanchai, where he was courteously taken through the several departments by Mr. S. D. Hickie, the superintendent. A brief description of the evolution of a piano from the raw wood and iron material which confronts one on entering may not be without interest to the general public.

The minutest detail may not be known that while the piano depends, as aforesaid, so largely upon the skill of man for many of its qualities, it depends for the sweetness and strength of its tone largely upon the quality of the sounding-board which Nature alone can supply. There is only one kind of wood in the world deemed suitable for this transcendently important feature of the piano, and that is Swiss pine. This wood, like all other woods used in the making of a piano, has to be well seasoned before it can be used, and consequently in a description of this sort mention should be made first of the drying room, where a quantity of Swiss pine, oak and other woods are stored, and where most of it may have to remain for years before it is deemed fit for use. Then next in order we come to the sawmill and planing shops, where the buzzing of the revolving cutter and the crisp curl of the shavings from the planes supplies proof of the well-seasoned condition of the wood now being prepared for the cases or other parts of the piano. Passing on to the next shop, we are reminded by the sight of iron frames of the necessity of strength in the construction of the piano. Though it would be possible to cast these frames in Hongkong, it is cheaper to import them from the special foundries for their manufacture in Europe. But much remains to be done to the iron frames after their arrival here, and the visitor to the factory may see the workmen driving in at the top of the solid iron frame the stout little tuning pins, and at the bottom the hitch pins, upon which the wires are strung. The combined strain of all the wires represents, in the ordinary upright piano, a weight of about twenty tons, so that the necessity for a solid iron frame becomes at once apparent. When the hitch pins and the tuning pins have been affixed, the iron frame is passed on to the sounding-board maker, who having strengthened the heavy pressure a number of wooden bridges shaped with the utmost precision, now brings wood and metal together, the frame being bolted and screwed on to the back and carefully fitted to prevent any likelihood of a jar. It is then passed on to the string maker. We watch the copper wire being closely wound by machinery around the steel wire strings, and these in turn we see attached in their proper order, from bass to treble, to the tuning pins on the iron frame, which was, of course, the father of the modern piano. We pass on to observe the making of the hammers with their felt coverings, and then the keys, each with its covering of white vulcanite, then the fitting of all into the case of teak or walnut which has been polished in another department. To complete the interior of the instrument there remain to be added the lever, and connecting-rods of the loud and soft pedals, the loud or sustaining pedal lifting the dampers from the strings and giving freedom of vibration and consequent fullness of sound, the other controlling the *crescendo* or *piano* action, softening or subsiding the tone. And now the instrument is ready for the regulator, who speedily discovers any slightest imperfection or inequality in any one of the many parts, and only after the closest scrutiny and the fullest test does the piano leave the workshop for the sale room.

## SHIPPING NOTES.

## STEAMER MOVEMENTS.

The P.M. steamer *Korea*, with mails, &c., left Nagasaki on the 4th August at 5 p.m. for Manila, due there on the 8th August at 7 a.m.

## WEATHER AT SEA.

The *Kyong Tak*, from Shanghai, reports strong monsoon and exceptionally strong S.W. current. The *Machao* experienced moderate S.W. wind and clear between Singapore and this port. The *Taming*, from Manila, reports a fine passage.



Telephone No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE  
PLEASING  
POPULAR  
PALATABLE  
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN BOTTLES.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [4]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong 18th February, 1904

CARTRIDGES.

IMPORTED EVERY MONTH, THE FORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO. Hongkong 28th November, 1902

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS

AND GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR.

No. 12, Pottinger Street, Hongkong.

Agencies:—

CHEE CHEONG, Dealer in Human Hair.

SHUN LOONG, Preserver and Ginger Factory.

CHOW LEUNG YEK, Fire Cracker Factory

Hongkong, 1st June, 1904. [1887]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Png W.

J. W. KEW,

1st



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the DAILY PRESS only, and special business matters to the MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

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Telegraphic Address: PAXOS. Codes: A.B.C., 6th Ed. Lumber's.

P.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

**TAI WOO,**  
PHOTOGRAPHER AND PORTRAIT  
PAINTER.

DEVELOPING and PRINTING Under-  
taken. Views for Sale.

36, Queen's Road Central, 2nd Floor.  
Hongkong, 8th August, 1904. [1932]

**THE PUNJON MINING COMPANY,**  
LIMITED.

NOTICE IS HEREBY GIVEN that an  
EXTRAORDINARY GENERAL  
MEETING of the above Company will be held  
at the OFFICES of the COMPANY, No. 12,  
Beaconsfield Avenue, on MONDAY, 15th  
AUGUST, 1904, at 4 P.M., when the subject  
Resolution, which was passed at an Extra-  
ordinary General Meeting of the Company held  
on Thursday, 28th July, 1904, will be submitted  
for confirmation as a Special Resolution,  
namely—

"That the Company be wound up voluntarily,  
and that WILLIAM KERFOOT HUGHES  
and ARTHUR RYLANDS LOWE, of  
Victoria, in the Colony of Hongkong, be, and  
they are hereby appointed, Liquidators for the  
purpose of such winding up."

By Order,  
A. R. LOWE,  
Acting Secretary.

Hongkong, 8th August, 1904. [1933]

**IN THE MATTER OF ORDINANCE**  
No. 2 of 1892,

and  
**IN THE MATTER OF** the Petition of  
GROVE JOHNSON, "Honorary" Certifi-  
cate City and Guilds of London  
Institute for Brewing Technology and  
Percy Richard Hare both of 8,  
Hayes Road, Bromley, in the County  
of Kent, England, Analytical Chemists,  
Inventors, for Letters Patent for the  
exclusive use within the Colony of  
Hongkong of an Invention for "Im-  
provements relating to the formula-  
tion of liquids."

NOTICE IS HEREBY GIVEN that the  
Petition, Declaration and Specification  
required by the above cited Ordinance have  
been duly filed in the Office of the Colonial  
Secretary of Hongkong and that it is the  
intention of the said GROVE JOHNSON  
and PERCY RICHARD HARE, by Matthew  
John Denman Stephens their Solicitor and  
Agent to apply for Letters Patent for the Ex-  
clusive use within the Colony of Hongkong of  
the said Invention, at a sitting of the Executive  
Council to be held at the Council Chamber at the  
Government Offices, Victoria, Hongkong, on  
TUESDAY, the 16th day of AUGUST, 1904.  
Dated the 4th day of August, 1904.

MATTHEW J. D. STEPHENS,  
Solicitor for the Applicants.

**IN THE MATTER OF ORDINANCE**  
No. 2 of 1892,

and  
**IN THE MATTER OF** the Petition of the  
REGENERATED GOLD AIR COMPANY, a  
Corporation duly organized and  
existing under the laws of the State  
of Maine, and having its principal  
Corporation Office in the State  
of Maine, at Portland, in the County  
of Cumberland, and its main business  
Offices at No. 147, Milk Street, in the  
City of Boston, County of Suffolk,  
Massachusetts, United States of  
America, Manufacturers, for Letters  
Patent for the exclusive use within  
the Colony of Hongkong of an Inven-  
tion for "Apparatus for Treating  
Air."

NOTICE IS HEREBY GIVEN that the  
Petition, Declaration and Specification  
required by the above cited Ordinances have  
been duly filed in the Office of the Colonial  
Secretary of Hongkong and that it is the in-  
tention of the said REGENERATED GOLD AIR  
COMPANY by Matthew John Denman  
Stephens their Solicitor and Agent to apply  
for Letters Patent for the exclusive use within  
the Colony of Hongkong of the said Invention,  
at a sitting of the Executive Council to be held  
at the Council Chamber at the Government  
Offices, Victoria, Hongkong, on TUESDAY,  
the 16th day of AUGUST, 1904.  
Dated the 4th day of August, 1904.

MATTHEW J. D. STEPHENS,  
Solicitor for the Applicants.

**THE HONGKONG WEEKLY PRESS and**  
**CHINA OVERLAND TRADE REPORT**

will be ready to-morrow, and will contain—

Epitome of the Week's News.

Leading Articles—

H.E. Sir Matthew Nathan.

The Dowager Empress.

Economic Nutrition.

Tolstoi and War.

Japan's Religious Loyalty.

Hongkong Street Obstructions.

Hongkong Greetings.

The War: Selected Telegrams.

War Issues.

Advent of the New Governor.

Supreme Court.

Hongkong Electric Tramways.

Hongkong Coolies in Rand.

Pakhai.

Canton.

The United Asbestos Oriental Agency, Ltd.

Hongkong and Shanghai Banking  
Corporation.

Anti-Christian Riot in Hupoh.

A Day in the New Territory.

Correspondence.

The American China Development Co.

Riots at Canton.

Boring.

Reviews.

Racing.

Miscellaneous.

Hongkong and Port News.

Commercial.

Shipping.

Subscription, \$12 per Annum, payable in  
advance postage, \$2.

Extra copies 30 cents each. Cash.

Copies sent by post from the Office to  
address sent, including postage 34 cents each,  
or \$1 for three copies Cash.

Hongkong, 6th August, 1904.

## NEW ADVERTISEMENTS

**TRANSATLANTIC MARINE INSURANCE**  
**COMPANY OF BERLIN.**

THE Undersigned having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS at Current  
Rates.

SOARES & CO. [1931]

Hongkong, 8th August, 1904.

## GOVERNMENT BILLS.

**TENDERS for SPECIE, BRITISH and**  
**MEXICAN DOLLARS**, current in this  
Colony, in Exchange for Sterling Bills drawn  
at 10 days sight on the Lords Commissioners  
of His Majesty's Treasury, London, will be  
received by the Chief Paymaster, Army Pay  
Department, until 11 A.M., on the 10th August,  
1904.

The Tenders to state the total amount  
(in Pounds Sterling) and the amount for which  
each Bill should be drawn, but no Bills will be  
issued for less than £100.

The Tenders to be in Duplicate, and in Sealed  
Covers, addressed to the CHIEF PAYMASTER,  
Army Pay Department, and endorsed "TENDERS  
FOR GOVERNMENT BILLS."

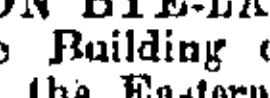
The right to accept or reject any or all of the  
Tenders is reserved.

Copies of Forms of Tender can be had on  
application.

W. G. BENSON, Major, A.P.D., for  
H.M. Treasury Chief Officer.

His Majesty's Treasury Office,  
Clerk Street.

Hongkong, 8th August, 1904. [1934]



SANITARY BOARD OFFICE,  
Hongkong.

To the  
**OWNERS OF DOMESTIC BUILDINGS.**

**TAKE NOTICE** that under No. 5 of the  
DOMESTIC CLEANLINESS and  
VENTILATION BY-LAWS (as amended),  
every Domestic Building or part of such  
building within the Eastern Division of the  
City of Victoria and the Eastern Division of  
Kau-lung occupied by members of more than  
one family must be Cleaned and Limeswashed  
THROUGHOUT by the Owner during the  
months of July and August.

N.B.—The word "throughout" used in this  
notice means that the House should be Lime-  
washed in respect of all the walls of each Room  
and Staircase, all Cubicle Partitions, Stair  
Casings and Stair Linings, all Ceilings and the  
undersides of Roofs both in main buildings,  
Offices and Servants Quarters and inclusive  
of Verandahs.

The Backyard should have its containing  
walls limeswashed up to the level of the first  
floor.

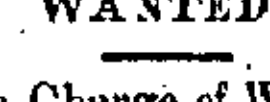
Carved, painted or polished woodwork in good  
condition, however, need not be limeswashed but  
must be cleaned.

The Eastern Division of the City is bounded  
on the West by Gilman Street and Peel Street.  
Kau-lung is divided into the Eastern and  
Western divisions by Robinson Road and a  
straight line drawn from the north end thereof  
through the Yau-mai service reservoir to the  
northern boundary of Kau-lung.

THOS. A. HANMER,  
Secretary.

Dated this 2nd day of August, 1904.

## INTIMATIONS



WANTED.

**BY** Officer in Charge of Works Department,  
Naval Yard, an ACCOUNTANT  
CLERK, must be an Efficient Typist and  
a Good Arithmetician. Apply by letter, stating  
age and salary required, to Officer in Charge of  
Works, H.M. Naval Yard, Hongkong.

Hongkong, 6th August, 1904. [1921]

## WANTED.

**DOCTOR** Wanted immediately for Emigra-  
tion Steamer. Must be a British subject.

Apply—  
T. C. E. D.,  
Care of Daily Press Office.

Hongkong, 6th August, 1904. [1927]

## ACCOUNTS.

**AN** EXPERT BOOKKEEPER, having  
years' experience in formulating  
systems of subsidiary accounting.

Able to demonstrate the position of a firm in  
the most concise manner.

Entangled accounts straightened out.

Accounts Supervised.

Moderate Remuneration.

Apply to—  
"ACCOUNTS,"  
Care of Daily Press Office.

Hongkong, 16th July, 1904. [1732]

## NOTICE.

**WE** beg respectfully to notify our  
Customers that we have been appointed  
AGENTS for ROPES from the well-known  
manufacturers Messrs. R. HOOD HALLGREN  
& SON, LD., of Newcastle-on-Tyne.

ARCULLI CRUZ & CO. [1922]

Hongkong, 30th July, 1904.

## ROYAL AERATED WATERS

## MANUFACTORY.

**PRODUCE** the Highest Class AERATED  
WATERS in the Far East on account  
of their High Class Machinery and also of the  
superior ingredients they use in the manufacture  
of their goods, and the cleanliness, &c., are all  
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY  
and HINCHLIFFE LIMITED, Aerated Water  
Engineers and Chemists, Manchester, visited our  
factory recently in the course of a tour amongst  
Eastern Aerated Water Makers, and was greatly  
surprised at the compactness of our factory and  
also the methodical way in which everything  
pertaining to the making of Aerated Waters  
was carried out. He also expressed himself  
strongly on the absolute cleanliness of our  
whole establishment, which he assured us was  
equal to any he had yet visited and superior to  
a great many. He also reported that the  
quality of our goods was of a first-class nature,  
and they showed that scrupulous care was  
exercised in the course of their manufacture.

Order Books and Price List. Please apply to  
FACTORY and OFFICE, West Point. Tel. 374.

F. P. DANENBERG,  
General Manager.

Hongkong, 11th May, 1904. [122]

## TO LET

## TO LET.

**LARGE AIRY ROOMS** in Office Build-  
ing in British Concession, Canton.

For particulars, apply to—  
P. O. BOX 22,  
Care of Daily Press Office.

Hongkong, 17th June, 1904. [1507]

## TO LET.

Immediate Possession—for 18 months.

"LIGHTOR," the PEAK.

Apply to—  
JEBSEN & CO. [1107]

Hongkong, 27th April, 1904.

## TO LET.

**5 NEW HOUSES** in Bonham Road (on  
Lot 591).

Apply—  
LEUNG TUNG FING,  
Care of Kin Lee & Co.,  
4, Queen's Road East.

Hongkong, 19th July, 1904. [1736]

## TO LET.

**NO. 6, UPPER MOSQUE TERRACE,**  
European residence, commanding fine  
view of the Harbour; Water and Gas laid on  
Possession from 1st August, 1904.

Apply to—  
G. J. SEQUEIRA,  
Care of A. R. Marky.

Hongkong, 25th July, 1904. [1503]

## TO LET.

**THE EYRIE (PEAK).**

BELLIOS TERRACE, Nos. 10, 12 & 21.  
No. 3 SEYMOUR TERRACE (Furnished).  
"BANGOUR" (PEAK) from 1st August.  
No. 2 COLLEGE GARDENS, from early  
in November, 1904.

Apply to—  
Linstead & Davis.

Hongkong, 5th August, 1904. [1429]

## TO LET.

**NO. 11, MOSQUE JUNCTION.** Full  
View of Harbour.

No. 52 HOLLYWOOD ROAD.  
And others to suit various requirements.

S. A. SEETH,  
Land and Estate Broker.

The Dairy Farm Co., Ltd.

Hongkong, 19th July, 1904. [73]

## TO LET.

**THREE FIRST CLASS SHOPS,**  
European Style, in Kowloon. Posses-  
sion on or about 31st August, 1905. Moderate  
Rentals.

Apply to—  
HUMPHREYS' ESTATE &  
FINANCE CO., LD.

Hongkong, 21st June, 1904. [1611]

## TO LET.

**NO. 1, RIFON TERRACE (in FLATS).**

No. 4, RIFON TERRACE.

No. 19, WONG-NEI-CHONG ROAD,  
facing Race-course.

FLATS in MORSTON TERRACE, facing the  
Polo Ground.

OFFICES in course of erection, CONNAUGHT  
ROAD (near BLAKE PIER).

GODOWNS, PRATA EAST.

No. 1, CLIFTON GARDENS, Conduit  
Road.

OFFICES in Nos. 10 & 16, DES VŒUX  
ROAD, Central.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 19th June, 1904. [75]

## HONGKONG CLUB.

## TO LET.

**A SUITE OF TWO ROOMS**, on the  
Ground Floor of the Annex, suitable for  
Offices. For particulars apply to the undersigned.

C. H. GRACE,  
Secretary.

Hongkong, 4th June, 1904. [1417]

## TO LET.

**NO. 8, ICE HOUSE STREET**, just  
vacated by the proprietors of "Waverley  
Hotel." The premises are now being thoroughly  
repaired, painted, and colourwashed, and are  
admirably suited for a First-Class Hotel. There  
are 17 large and well ventilated Rooms, several  
of which could be sub-divided.

For further particulars, apply to—  
Linstead & Davis.

Hongkong, 23th July, 1904. [1841]

## TO LET.

**NOS. 15, 17 & 19, SEYMOUR ROAD.**

Nos. 6 & 8, CASTLE ROAD.

No. 74, CAINE ROAD.

Apply to—  
COMPRADORE DEPARTMENT,  
Nippon Yusen Kaisha.

Hongkong, 18th July, 1904. [430]

## TO LET.

**1ST and 2ND FLOORS**, No. 33, QUEEN'S  
ROAD CENTRAL, suitable for Office.

Apply to—  
THE YEE WO.

No. 36, Queen's Road Central.

Hongkong, 23rd May, 1904. [1311]

## TO LET.

**NO. 1, STEWART TERRACE**, the Peak.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 28th March, 1904. [885]

## TO LET.

**IMMEDIATE Possession, ONE ROOM,**  
Top Floor of Prince's Buildings, suitable  
for Office.

Apply to—  
S. J. DAVID & CO.

Hongkong, 2nd July, 1904. [1618]

## TO LET.

**3RD FLOOR**, suitable for Office.

Apply to—  
WING CHEONG.

35, Queen's Road Central.

Hongkong, 3rd June, 1904. [74]

## TO LET

## TO LET.

**LARGE OFFICE** on Ground Floor, of  
No. 2, Wyndham Street. Possession  
1st August, 1904.

Apply to—  
THE SECRETARY,  
The Bowling Club Ltd.

Hongkong, 14th July, 1904. [1710]

## TO LET.

**TWO ROOMS**, on the First Floor of  
Alexandra Buildings.

Apply to—  
SECRETARY,  
A. S. Watson & Co., Limited.

Hongkong, 17th June, 1904. [1515]

## TO LET.

**2ND and 3RD FLOORS**, No. 35, QUEEN'S  
ROAD CENTRAL, suitable for Office.

Apply to—  
WING CHEONG,  
35, Queen's Road Central.

Hongkong, 3rd November, 1903. [74]

## TO LET.

**A EUROPEAN HOUSE**, No. 158, Praya  
East, Four Rooms and Kitchen, Serv-  
ants' Quarters, Bathrooms, Hot and Cold  
Water. Good Sea View.

Apply to—  
JARDINE, MATHESON & CO.,  
Hongkong, 8th August, 1904. [1717]

## TO LET.

**GODOWN No. 6, NEW PRAYA**, Kennedy  
Town.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 29th July, 1904. [1846]

## TO LET AT MACAO.

**HOUSE No. 35, PRAYA GRANDE,**  
Well Ventilated, Large and Airy  
Rooms and Nice Verandah.

For particulars, apply to—  
OMER CASSAM MOOSA,  
49, Rua Central, Macao.

Macao, 5th August, 1904. [1913]

## TO LET.

**NO. 8, UPPER WEST TERRACE.**

Immediate possession.

Apply to—  
L. K. F.,



## INTIMATIONS

## IMPORTANT NOTICE.

## FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER  
WE HAVE SECURED THE  
**CO-OPERATION**  
OF THE MAKERS OF THE

# "APOLLO MASTER PLAYERS"

IN LOWERING THEIR PRICES,  
AND WE NOW OFFER THEM  
FROM **\$365 TO \$850.**

## NEW CONSIGNMENT JUST ARRIVED

PER S.S. "EMPEROR OF CHINA."  
WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO  
PLAYER FOR **\$825.** CASH  
OR CREDIT TERMS.

These Players have been tested in Hongkong  
or 5 years (at Peak included) without a  
Single Failure, which can be said of no other  
Player.

## THE

ROBINSON PIANO CO. LD.

Hongkong, 3rd, August, 1904. [1400]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,  
have now 40,000 Cubic feet of Co.  
Storage available at EAST POINT. Stores will  
be Open at 10 A.M. and 4 P.M. daily, Sundays  
excepted to receive and deliver perishable goods.  
Wm. PALLANCE, Manager.  
Hongkong, 18th November, 1901. [75]

## THE JOB PRINTING DEPARTMENT

## OF THE

"HONGKONG DAILY PRESS"

IS REPLETE WITH ALL THE LATEST  
AND MOST UP-TO-DATE APPLI-  
ANCES FOR THE PRODUCTION OF  
FIRST-CLASS WORK.

## ALL DESCRIPTIONS OF

## ILLUSTRATED

## CATALOGUES,

## CIRCULARS,

## VISITING CARDS,

## AND

## COMMERCIAL

## PRINTING

TURNED OUT ACCURATELY, AND  
WITH THE GREATEST DESPATCH,  
UNDER THE DIRECT SUPERVISION  
OF EXPERIENCED EUROPEANS.

## BOOK BINDING.

MACHINE RULING,

GOLD LETTERING,

## AND

MARBLING, ETC.,

ALL EXECUTED ON THE PREMISES  
AT THE SHORTEST NOTICE.

## LAW WORK,

LEDGERS AND ACCOUNT  
BOOKS

AT PRICES WHICH COMPARE  
FAVORABLY WITH ANY OTHER  
PRINTING ESTABLISHMENT IN THE  
FAR EAST. ESTIMATES FURNISHED  
Hongkong, 1904.

## PUBLIC COMPANIES

THE HONGKONG, CANTON & MACAO  
STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY  
HALF-YEARLY MEETING OF  
SHAREHOLDERS in the Company will be  
held at the OFFICE of the COMPANY, No.  
18, Bank Buildings, Queen's Road Central,  
on TUESDAY, the 16th AUGUST, at 12 o'clock  
Noon, for the purpose of receiving a report of  
the Directors, together with a Statement of  
Accounts, declaring a Dividend and electing  
Directors and Auditors.

By Order of the Board of Directors,  
T. A. NOLD,  
Secretary.

Hongkong, 26th July, 1904. [1820]

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.

NOTICE IS HEREBY GIVEN that the  
ORDINARY HALF-YEARLY  
MEETING OF THE SHAREHOLDERS in this  
Corporation will be held at the CITY HALL,  
Hongkong, on SATURDAY, the 20th day of  
AUGUST next, at Noon, for the purpose of  
receiving the Report of the Court of Directors,  
together with a Statement of Accounts to 30th  
June, 1904.

By Order of the Court of Directors,  
J. E. M. SMITH,  
Chief Manager.

Hongkong, 30th July, 1904. [1859]

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.

NOTICE IS HEREBY GIVEN that the  
REGISTERS OF SHARES of the  
Corporation will be CLOSED from SATUR-  
DAY, the 6th to the 20th day of AUGUST  
next (both days inclusive), during which period  
no Transfer of Shares can be registered.

By Order of the Court of Directors,  
J. E. M. SMITH,  
Chief Manager.

Hongkong, 30th July, 1904. [1858]

HONGKONG & WHAMPOA DOCK  
COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY  
MEETING OF SHAREHOLDERS  
will be held in the OFFICES of the COM-  
PANY, Queen's Buildings, Connaught Road,  
on MONDAY, the 22nd AUGUST, at 12  
o'clock Noon, for the purpose of receiving the  
report of the Directors and the Statement of  
Accounts to the 30th June, 1904.

By Order of the Board of Directors,  
THOS. J. ROSE,  
Secretary.

Hongkong, 30th July, 1904. [1860]

## A. S. WATSON &amp; CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General  
Managers of A. S. Watson & Co.,  
Limited, hereby invite applications from the  
Shareholders of the Company for the issue of  
30,000 new shares of \$10 each at a Premium of  
10 per cent. or \$11 a share.

Each Registered Shareholder on the 23rd day  
of September, 1904, applying for the New Issue  
will be entitled to one share for every two shares  
registered in his name. Shares not applied for  
by those entitled to apply will be dealt with by  
the General Managers in accordance with  
Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will  
be received by the Hongkong and Shanghai  
Banking Corporation in Hongkong from the  
23rd September, 1904, to the 30th September,  
1904, both days inclusive, and the whole amount  
of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will  
be CLOSED from the 28th September,  
1904, to the 8th October, 1904, both days  
inclusive.

The present paid-up Capital of the Company  
is \$600,000, divided into 60,000 shares of \$10  
each, and the New Issue is required to increase  
the Capital of the Company to \$900,000 divided  
into 90,000 shares of \$10 each.

The whole of the premium received from the  
New Issue will be placed to the Credit of the  
Permanent Reserve Fund.

The New Issue will rank for Dividend for the  
three months ending 31st December, 1904, pay-  
able in May, 1905.

Forms of application for the New Issue can  
be obtained at the Company's Offices in Alex-  
andria Buildings or at the Hongkong and  
Shanghai Banking Corporation in Hongkong,  
Shanghai, and London.

JOHN D. HUMPHREYS & SON,  
General Managers. [1546]

Hongkong, 2nd June, 1904.

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice,  
to book cargo and issue Bills of Lading to  
SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS in the UNITED STATES  
and CANADA in connection with the GREAT  
NORTHERN RAILWAY from SEATTLE,  
as hitherto, by the steamers of the NORTHERN  
PACIFIC S.S. CO., BOSTON STEAMSHIP  
and TOWBOAT CO.'S, OCEAN S.S. CO.,  
and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the  
Company's Local Branch Office in Prince's  
Building, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 20th May, 1904. [1299]

AMOI ENGINEERING CO., LD. AMOI

## CALL FLAG E.

REPAIR WORK to Steamers and  
Launches. Castings in Brass and Iron.  
Moderate charges. Work solicited.

J. D. EDWARDS,  
Manager.

Amoy, 3rd December, 1903. [150]

DAVID CORRIE & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONDON  
RELIANCE CROWN  
TARPAILING  
ARNHOLD, KAREES & CO.,  
Sole Agents.

[3486]

## CHINESE ARMY REORGANISATION.

That the Chinese Government is getting  
enlightened at last as to the danger menacing  
the country and the urgent necessity of pre-  
paring for any impending crisis, may be seen  
from the anxiety which is filling the minds of  
the principal Ministers and officers of the  
Court to create a large disciplined army on a  
foreign model to be controlled from head-  
quarters, that is to say, the Army Reorganisation  
Bureau, at Peking, and not, as has hitherto  
been the case, taking the orders from the great  
Viceroys of the Northern and Central provinces.  
A dispatch to this effect from Peking has been  
received and to emphasise the subject it is  
stated that an Imperial edict has now been sent  
to the provinces, commanding the Viceroys and  
Governors that, until further notice, all revenues  
collected from taxes, voluntary contributions  
from loyal subjects, and money received  
from the sale of official ranks must be trans-  
mitted without delay to the Board of Revenue  
in Peking, the Ministers of which shall be  
required to hand the money to the Army  
Reorganisation Bureau to be expended upon  
the new disciplined army now being collected  
and organised in Chihli province. In the  
meantime, "all other government projects and  
public works must be suspended and shall give  
way to the vital question of organising, drilling,  
and arming, after the best foreign models, the  
new Imperial Army."

## SHARE REPORT.

Messrs Eric Goss & Co.'s Weekly Share  
List dated Hongkong, 6th August, reads: We  
have reported upon a fairly active market.  
There have been numerous inquiries after  
various stocks, and several improvements in  
prices have to be recorded. The sterling de-  
mand rate on London closes at 1s. 10.3-10.4,  
while the rates on Shanghai are unchanged.  
Basisilver in London is quoted 26 15-16d., and  
Consols 87 1/2.

BANK SHARES.—Hongkong and Shanghai  
have been done at 86 1/2 and 86 3/4, closing with  
buyers at latter rate; the London rate is  
468. 10s. 0d. Nationals are unchanged.

MARINE INSURANCE SHARES.—Unions  
sold at 84 1/2. Other stocks, without transac-  
tions, and the only change is a rise in North  
China to 11s. 6 1/2.

FREE INSURANCE SHARES.—Unchanged  
and without business.

SHIPPING SHARES.—Hongkong, Canton and  
Macao Steamships changed hands at 9 1/2, but  
more shares are on offer. Indo-China have  
been in strong demand, and fair sales took place  
from the north at advancing rates; the highest  
paid so far is \$111 cash and \$115 for 31st  
December, and there are cash buyers now at  
\$111; London quotes 29 1/2, and Shanghai 11s. 7 1/2.

China and Manilla are unchanged, while a few  
Douglases are offering at 83 1/2. Star Ferries  
have improved to 87 for old and 82 for new  
shares buyers. Shell Transports sold at declin-  
ing rates, down to 11s. 6d. having been accepted,  
at which rate, however, there are further buyers.  
London quotes 28s. 6d.

REFINERIES.—China Sugars have recovered  
and sold up to 81 1/2 cash and end of the month,  
and there are further buyers. Luzons unaltered.

MINING SHARES.—Unchanged. The prop-  
erty of the Jelani Co., Ltd. (with the exception  
of the Temelung property, which was to be  
disposed of this month), has been sold in  
Singapore by public auction for \$31,600.

DOCKS, WHARVES, AND GODOWNS.—Hong-  
kong and Whampoa Dock Company's shares  
sold at 82 1/2 to 82 3/4 cash, also at 82 1/2 for 30th  
September, and closing with further buyers, we  
hear that a dividend of 8d. and a bonus of 8d.  
per share will be declared, about \$48,000 written  
off, and about \$505,000 carried forward. Hong-  
kong and Whampoa Wharf and Godown  
Company's shares have sellers at 81 1/2. New  
Amoy Dock shares are said to be in the market  
at 82 1/2. Farmlands have strengthened very  
much, and the closing rate is buyers at 11s.  
14s; Shanghai and Hongkong Wharves are  
unchanged.

LANDS, HOTELS, AND BUILDINGS.—Hong-  
kong Land Investment and Agency Company's  
shares have got into good demand, and shares  
sold at \$151, \$151 1/2, and \$152, closing with  
further buyers at \$151, and no shares under  
\$152. Kowloon Land are wanted at 88s.  
West Point at 85s; and Hongkong Hotels at  
\$134. Humphreys' Estate and Finance Com-  
pany's shares sold at \$122, to \$121, and are  
wanted at the latter rate; the new shares are  
wanted at 84; Shanghai Lands are quoted  
11s. 10d.

COTTON MILLS.—Unchanged, no business.

MISCELLANEOUS.—Green Island Cement  
Shares changed ownership at 82 1/2 and a few  
more are on offer. China Borneo can be had  
at \$105 1/2. A fairly large business has been  
transacted in Watsons at the enhanced figure of  
\$15; and more shares could be placed. Electrics  
have improved to buyers at \$15 for old and \$9 1/2  
for new shares. Ice Company's shares are  
wanted at 82 1/2 ex the interim dividend of 5d.  
per share paid on 2nd instant. Campbell, Moore  
& Company's shares have buyers at 87, Dairy  
Farms at 82 and Bell's Asbestos at 85. The  
8th ordinary annual meeting of shareholders in  
the United Asbestos Oriental Agency, Ltd., was  
held yesterday, when the accounts, as stated  
below, were passed, and a dividend of 90 cents  
per share on ordinary shares, and a dividend of  
22.70 per share on founder's shares was declar-  
ed, payable to-day. We quote the ordinary  
shares 89 1/2 buyers, and the founder shares 81 1/2  
buyers, both ex dividend; China Providents  
charged hands at 89 1/2. Watkins can be placed  
at 88 1/2 and Powells at 81 1/2. Langkats are quoted  
11s. 30d. buyers. We have added to our list the  
Steam Laundry Company Limited, a Company  
started in 1902 with a capital of \$75,000, in

15,000 shares of \$5 each, of which, however,  
only 5,000 shares were issued at the time; the  
report and accounts for the year, ended 31st  
May, 1904, as passed at the 2nd ordinary general  
meeting, held on 30th ultimo, showed a balance  
of working account of \$14,814.28 and \$75.06 for  
interest, together \$14,889.34. From this has  
been deducted \$71.05 for bad debts, \$3,878.66  
for repairs and renewals, and \$50 for auditor's  
fees, leaving a balance of \$10,889.63, which has  
been apportioned by paying \$1,000 for directors'  
fees, \$8,245.19 written off machinery and plant,  
\$5,000 being a dividend of 12 per cent. on 5,000  
shares paid on 2nd instant, and \$3,644.44 carried  
forward to new account. The balance sheet  
shows under liabilities the sum of \$120 for  
unclaimed dividends \$2,750.23 sundry creditors,  
and \$4,185.83 accounts payable, while the assets  
consist of machinery, furniture and fixtures  
(after writing off \$8,245.19 as stated above)  
\$25,000, stock of stores and coal in hand  
\$1,373.29, at bankers \$6,404.55, cash in hand  
\$60.38, and accounts receivable \$6,862.28. The  
remaining 10,000 shares have since been issued,  
83 per share being paid up on these. Shares  
sold at \$5.40 ex dividend, but there are buyers  
now at \$6, and sellers at \$7.

## HONGKONG BUSINESS DIRECTORY.

## JEWELLERS

MAISON LEVY HERMAN'S  
Diamond Merchants and Watchmakers, 40  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hiole

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BISMARCK & CO.,  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour

KWONG SANG & CO.,  
Shipcharters, Sailmakers, Provisioners,  
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Tools, Metal, Iron and Steel Merchants  
144, Des Vaux Road.

## BOARD AND RESIDENCE

"TANG YUEN"  
BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine  
and Accommodation.

Apply—MANAGERESS,  
Macdonnell Road

FAIRALL & CO., Queen's Road  
Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.

MRS. GILLANDERS.

"GLENWOOD,"  
27, CAINE ROAD.  
Hongkong, 19th March, 1904. [78]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED  
ROOMS, with Board.

Apply to Mrs. MATHER,  
2, Pedder's Hill.

Hongkong, 1st January, 1902.

HIRANO WATER.

THE QUEEN OF TABLE WATERS.  
PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST.  
Bottled in Japan by H. E. RYNNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.  
Hongkong, 31st July, 1903. [1898]

RUINART PERE & FILS, REIMS

Established 1719,  
CHAMPAGNE GROWERS AND  
SHIPPERS.

Ship only the Finest Quality  
Extra Dry (Green Seal)

LAUTS, WEGENER & CO.,  
Sole Agents.

Hongkong, 18th May, 1903. [1264]



**Sanitas**  
Purifying Agent  
AND IS  
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid  
is non-poisonous and non-staining, and for  
general or personal use is thoroughly effective.  
It completely disinfects the house in which  
it is used, and administered internally prevents  
Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder  
is the best air purifier known, and a stronger  
antiseptic and deodorant than carbolic acid,  
besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap  
is specially recommended by the medical  
profession for use in hot climates, because of its  
fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles  
supply the safest and most convenient means  
of sulphur fumigation. For the disinfection  
of infected places, bedding, clothing, etc.,  
they are both efficacious and economical.  
Destroy all insects.

THE "SANITAS" CO. LTD.  
REITHAL GREEN  
LONDON, E.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on  
sale daily at Mr. H. RUTTONJEE'S  
KOWLOON STORE, No. 36, Elgin Road  
Price 15 cents per copy cash.  
Hongkong, 22nd December, 1903.

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ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.  
ALEXANDRIA & CAIRO, EGYPT.  
FINEST EGYPTIAN CIGARETTES.

TRADE MARK.

LOTUS,  
Large Size \$5.00 per 100  
Gold Tippee Medium Size  
\$3.75 per 100  
ZAFAR,  
Large Size \$4.60 per 100  
Medium Size \$4.20



KARIM,  
Large Size \$3.75 per 100  
Medium Size \$3.50  
THABIT,  
Large Size \$3.00 per 100  
Medium \$2.75 per 100

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18151 KRUSE & CO., CONNAUGHT HOUSE.

THEODORO VAFIADIS & CO

MANUFACTURERS OF HIGH-CLASS

FACTORY: CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace)



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CANTERBURY IN SOUTH AFRICA.

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S. MINAMI, Manager, Hongkong.

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AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I. & B.C., Exotic and Engineering Codes

Used

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.



## SHIPPING.

## VESSELS ADVERTISED AS LOADING.

ARRIVALS.	DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
BABELBERG, German str., 1,700, H. Wendi, 6th August, —Kobe 31st July and Moji 2nd August, General and Coals.—Nippon Yusen Kaisha.	LONDON, &c. via Ports of Call.	SIMLA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	13th inst. at Noon.
BORG, Norwegian str., 732, N. C. Mathiesen, 6th August, —Bangkok 30th July, Rice, Chinese.	LONDON, AMSTERDAM & ANTWERP.	MOYNE	Brit. str.	E. Prehn	BUTTERFIELD & SWIRE	16th inst.
CHANGCHOW, British str., 1,204, Munkmann, 7th Aug. —Shanghai 3rd Aug. General, Butterfield & Swire.	LONDON, AMSTERDAM & ANTWERP.	BORNEO	Brit. str.	G. W. Gordon	P. & O. S. N. Co.	About 19th inst.
EVIL J. RAY, American bge., 913, Kasting, 6th August, —Manila 20th June, Timber.—Sander, Wier & Co.	MARSEILLES, &c. via Ports of Call.	CLAVOUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	30th inst.
JACOB DIERICKSEN, German str., 623, B. Ohlsen, 5th August, —Haiphong via Pakhoi 30th July, General.—Jensen & Co.	MARSEILLES, HAVRE, COPENHAGEN, &c.	TYDEUS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	13th Sept.
JAMES BRAND, British str., 2,512, Tormann, 7th Aug. —Fulo Dukum 31st July, Bulk Oil.—Meyer & Co.	BREMEN, via Ports of Call.	OKARIEN	Brit. str.	Oliver	MESSAGERIES MARITIMES	30th Sept.
KROGWA, German str., 1,115, W. Moller, 6th August, —Bangkok 29th July, Rice and Teak Squares, Norddeutscher Lloyd.	MARSEILLES, LONDON & ANTWERP.	BENLARIK	Brit. str.	Wallace	GIBB, LIVINGSTON & CO.	To-morrow, 1 p.m.
KWANGTOW, Chinese str., 1,236, W. H. Lunt, 6th Aug. —Shanghai 3rd Aug. General, Chinese.	MARSEILLES, HAVRE, COPENHAGEN, &c.	P. VALDEMAR	Dan. str.	Kock	MELCHERS & CO.	Quick despatch.
LOKANG, British str., 985, F. Wheeler, 7th Aug. —Bangkok 30th July, Rice.—Butterfield & Swire.	HAVRE & HAMBURG.	PREUSSEN	Ger. str.	E. Prehn	BUTTERFIELD & SWIRE	17th inst. at Noon.
LOOSCH, German str., 1,030, G. Schultzen, 6th August, —Bangkok 31st July, Rice.—Butterfield & Swire.	HAVRE & HAMBURG.	NOMIA	Ger. str.	Habel	HAMBURG-AMERIKA LINIE	11th inst.
MACHION, British str., 4,278, S. W. Long, 7th Aug. —Liverpool and Singapore 2nd Aug. General.—Butterfield & Swire.	HAVRE & HAMBURG.	BADENIA	Ger. str.	Roerden	HAMBURG-AMERIKA LINIE	18th inst.
MACREW, German str., 605, H. Harjes, 7th Aug. —Bangkok 1st Aug. Rice and Rice-meal.—Butterfield & Swire.	HAVRE & HAMBURG.	SPAZIA	Ger. str.	Mittelfalt	HAMBURG-AMERIKA LINIE	27th inst.
REIN, Norwegian str., 726, H. Olsen, 6th Aug. —Bangkok 29th July, Rice.—Chinese.	HAVRE & HAMBURG.	ANDALUSIA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	10th Sept.
ROEHAMPTON, British str., 1,391, Jackson, 5th August, —Venice 26th June, Oil.—Standard Oil Co.	HAVRE & HAMBURG.	SAMBIA	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	20th Sept.
SIAB, British str., 992, Robt. A. Binns, 7th Aug. —Shanghai 3rd Aug. General, Geo. McLellan.	HAVRE & HAMBURG.	SCANDIA	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	4th Oct.
TAMING, British str., 1,342, Penningfather, 6th Aug. —Manila 3rd Aug. General.—Butterfield & Swire.	TRIESTE, &c. via SINGAPORE, &c.	NIPPON	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	18th Oct.
THITROS, German str., 1,038, H. Kraft, 6th Aug. —Swatow 5th Aug. General.—Osaka Shosen Kaisha.	GENOA, MARSEILLES & LIVERPOOL.	SABERDON	Brit. str.	Mistrorice	BUTTERFIELD & SWIRE	About 19th inst.
TYE, Norwegian str., 1,408, D. L. Danielsen, 7th August, —Hongkong 4th August, Coal.—Sander, Wier & Co.	GENOA, MARSEILLES & LIVERPOOL.	IDOMENEUS	Brit. str.	J. White	STANDARD OIL CO.	About 19th Sept.
WATROBA, British str., 1,167, W. Brown, 6th August, —Hollow 5th August, Catt's and General.—Chinese.	NEW YORK, via Ports of SUEZ CANAL.	BEBOVIN	Brit. str.	Geo. Wright	CANADIAN PACIFIC R. CO.	10th inst.

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS-POSTE FRANCAIS.

**NOTICE.**  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 9th August, 1904, at 1 p.m., the Company's Steamship "OCEANIC," Captain Oliver, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 8th August. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th July, 1904.

**ABERDEEN DOCKS.**—U. S. S. Pathfinder, Shanghai, H.M.S. Leticia, Glenog, Emma, Luyken, Lohian.

**COMPANION DOCK.**—Triton.

**VESSELS ON THE BERTH**  
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"  
Captain E. J. Todd, will be despatched as above TO-MORROW, the 9th inst., at 3 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 2nd August, 1904. [1892]

**REGULAR**  
STEAMSHIP SERVICE TO NEW YORK,  
via PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

**PROPOSED SAILINGS FROM HONGKONG.**  
1904.  
"BEDOUIN" ... 10th Aug.  
"LOWTHER CASTLE" ... 25th Aug.  
"ATHOLL" ... 15th Sept.  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.

Hongkong, 5th August, 1904. [87]

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"MANCHE,"  
will be despatched for the above ports on or about WEDNESDAY, the 10th inst.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 4th August, 1904. [2]

**NAVIGAZIONE GENERALE ITALIANA.**  
(Florio and Rubattino United Companies.)

**STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.**  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLEAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI,"  
Captain Belsito, will be despatched as above on THURSDAY, the 11th August, at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & CO.,  
Agents.

Hongkong, 29th July, 1904. [4]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

**SAFETY.**—**SPEED.**—**PUNCTUALITY.**  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

**PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).**  
R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 10th Aug.  
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 24th Aug.  
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 21st Sept.  
R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 12th Oct.  
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 19th Oct.

Hongkong to London, 1st Class ... via St. Lawrence 240 ... via New York 262.  
Intermediate on Steamers, ... 240.  
and 1st Class Rail ... 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

**SPECIAL RATES** (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, Acting General Agent,  
9, Collyer Street.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons.	CAPTAIN	TO SAIL ON
"ARABIA"	4,483	Bahle	August 25th, 1904.
"ARAGONIA"	4,198	Schuldt	September 14th, 1904.
"NUMANTIA"	4,370	Wagner	October 10th, 1904.
"NICOMEDIA"	4,370	Wagner	October 23rd, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 20th July, 1904. [14]

## NORTHERN PACIFIC LINE.

BOSTON & CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
via  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
HYADES	3,753	Geo. Wright	Tuesday, August 9th
SHAWMUT	9,006	W. M. Smith	Wednesday, August 11th
TREMONT	9,006	T. W. Garlick	Saturday, October 1st

1 Cargo only.

## FOR MANILA.

The largest, stadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT ... 9,006 tons ... W. M. Smith ... About 12th August.  
S.S. TREMONT ... 9,006 tons ... T. W. Garlick ... About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
Hongkong, 13th July, 1904. [7]

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG.**  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUBIA	HAVRE and HAMBURG	On 11th Aug. Freight.
BADENIA	HAVRE, BREMEN and HAMBURG	On 18th Aug. Freight.
SPEZIA	HAVRE and HAMBURG	On 27th Aug. Freight.
ANDALUSIA	HAVRE and HAMBURG	On 10th Sept. Freight.
SAMBIA	HAVRE and HAMBURG	On 20th Sept. Freight.
SCANDIA	HAVRE and HAMBURG	On 4th Oct. Freight & Passengers.
SUEVIA	HAVRE and HAMBURG	On 18th Oct. Freight.

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, also LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS, AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY ... 17th August
GRINSENAU	WEDNESDAY ... 14th September
PRINZ HEINRICH	WEDNESDAY ... 29th September
BAYERN	WEDNESDAY ... 12th October
SACHSEN	WEDNESDAY ... 26th October
ZITEN	WEDNESDAY ... 9th November
PRINZESS ALICE	WEDNESDAY ... 23rd November
PRINZ REGENT LUITPOLD	WEDNESDAY ... 7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 21st December
PRINZ HEINRICH	WEDNESDAY ... 4th January 1905

ON WEDNESDAY, the 17th day of AUGUST, 1904, at Noon, the Steamship "PREUSSEN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 15th August. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 16th August, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 16th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & CO., AGENTS.

Hongkong, 4th August, 1904.

## OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

FOR	STEAMERS	LEAVING
ANPING, VIA SWATOW	"TRITON"	WEDNESDAY, 10th Aug. at 10 a.m.
TAMU, VIA SWATOW	"H. KRAFT"	SUNDAY, 14th Aug. at 10 a.m.
AND AMOY	"FRITHJOF"	"
	H. A. HARALDSEN	"

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at No. 8 Des Vaux Road Central.

Hongkong, 5th August, 1904.

T. ARIMA, Manager [15]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 13th Aug., 10 a.m.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 20th Aug., 10 a.m.
PERLA	1980	A. H. Motley	"	"

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 8th August, 1904. [16]

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	COROMANDEL, S.N.R.	About 11th August	Freight and Passage.
LONDON, &c.	SIMLA, F. R. Summers	Noon, 15th August	See Special Advertisement.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	BORNEO, G. W. Gordon, S.N.R.	About 19th August	Freight and Passage.
SHANGHAI and KOBE	FORMOSA, B. H. W. Suow	About 23rd August	Freight and Passage.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 8th August, 1904. [1]



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,  
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MACHAON"	On 7th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 8th August.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 19th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	On 2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 4th September.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	On 16th August.
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 30th August.
GENOA, MARSEILLES and LIVERPOOL	"GLAUCUS"	On 13th September.
LONDON, AMSTERDAM and ANTWERP	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 30th September.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"MACHAON"	On 11th August.
	"TELEMACHUS"	On 7th September.

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 4th August, 1904.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"WHAMPOA"	On 8th August.
MANILA	"TAMING"	On 9th August.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 10th August.

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified  
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
† Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 5th August, 1904.

## JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA PORTS	First half of August	JAPAN via SHANGHAI	First half of August
TJILATJAP	JAPAN	Second half of August	JAVA PORTS	Second half of August
TJIPANAS	JAVA PORTS	Second half of August	JAPAN via SHANGHAI	First half of September

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

Alexandra Buildings, 3rd Floor.  
Hongkong, 8th August, 1904.

## INDO-CHINA STEAM NAVI- GATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION).

FOR KOBE	S.S. "PAUSANG"	On MONDAY, 8th Aug. at Noon.
FOR SINGAPORE, PE- NANG & CALCUTTA	S.S. "LAISANG"	On TUESDAY, 9th Aug. at 2 P.M.
FOR SHANGHAI	S.S. "CHOYSANG"	On TUESDAY, 9th Aug. at 4 P.M.
FOR MANILA	S.S. "LOONGSANG"	On FRIDAY, 12th Aug. at 4 P.M.
FOR SWATOW, CHE- FOO & TIENTSIN	S.S. "WOSANG"	On TUESDAY, 16th Aug. at 2 P.M.
FOR KUDAT & SAN- DAKAN	S.S. "MAUSANG"	On WEDNESDAY, 24th Aug. at 2 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.

Hongkong, 8th August, 1904.

## EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
Calling at Trion, Port Darwin and QUEEN-  
SLAND Ports, and taking through Cargo to  
ADELAIDE, NEW ZEALAND, TASMANIA,  
(&c.)

THE Steamship

"EMPIRE,"  
Captain Helms, will be despatched from the  
above ports on WEDNESDAY, the 17th  
August, at Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with  
Electric Light.

Stewards and a duly qualified Surgeon  
are carried.

† To ensure the additional comfort of  
Passengers the Steamer of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 26th July, 1904.

## AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR  
TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG,  
CALCUTTA, COLOMBO, ADEN,  
SUZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS,  
to SOUTH AFRICA, RED SEA, BLACK SEA,  
LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"NIPPON,"  
Captain Mistrorico, will be despatched as above  
on WEDNESDAY, the 31st inst., P.M.

For information as to Passage and Freight,  
apply to  
SANDER, WIELER & CO.,  
Agents.

Princes Buildings.  
Hongkong, 2nd August, 1904.

## VESSELS ON THE BERTH THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA,"  
Captain F. R. Stevens, carrying His  
Majesty's Mails, will be despatched from this  
for Bombay, etc., on SATURDAY, the 13th  
AUGUST, at Noon, taking passengers and  
cargo for the above ports in connection with the  
Company's s.s. "China," 7,912 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.

Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the Mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, &c., will be conveyed  
from Bombay by the R.M.S. "Ballarat," due  
in London on the 26th September.

In London will be received at this Office until  
4 P.M. the day before sailing. The contents and  
value of all packages are required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 1st August, 1904.

EASTERN AND AUSTRALIAN STEAM  
SHIP COMPANY, LIMITED.

FOR MANILA.

"EMPIRE,"

Captain Helms, will be despatched from the  
above port on WEDNESDAY, the 17th inst.,  
at Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the  
Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.

† To ensure the additional comfort of  
passengers the Steamer of the Company have  
electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 6th August, 1904.

THE EAST ASIATIC COMPANY,  
LIMITED.

FOR MARSEILLES, HAVRE, COPEN-  
HAGEN AND BALTIC PORTS.

THE Danish Steamer

"PRINS VALDEMAR,"

Captain Koch, will be ready to load on or about  
SATURDAY, the 20th August.

For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 18th July, 1904.

STEAMSHIP SERVICE TO NEW YORK  
VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"HUDSON,"

will be despatched on or about the 10th  
September.

For Freight or further information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK.

Oriental Freight Department.  
Hongkong, 28th July, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain A. Murphy, will leave for  
Canton at 8.30 P.M. on SUNDAYS, TUES-  
DAYS and THURSDAYS and return to  
Hongkong on the following days, leaving Canton  
at 5 P.M. Excellent accommodation, electric  
light, and perfect cuisine. Wharf at Hongkong  
near Harbour Office.

First-class Fare, \$3 each way. Second-  
class, \$1.50 each way. Meals, \$1 each.  
Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.  
No. 117, Canton Road Central.  
Hongkong, 15th March, 1904.

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw

Steamer "TAI ON,"

Captain J. Lawrence, leaves the Tung Yik  
Wharf, Praya West, on MONDAYS,  
WEDNESDAYS and FRIDAYS at 8.00 P.M.,  
returning from Canton on TUESDAYS,  
THURSDAYS and SATURDAYS, at 5 P.M.

FARES:—

Saloon	...	\$2.00
Chinese Saloon	...	\$1.00
2nd Class	...	0.60
Steerage	...	0.20

This well-known steamer has been fitted  
throughout with Electric Light. Unrivalled  
accommodation, excellent cuisine, best brands of  
Wines and Spirits at moderate charges.

YIK ON S. S. CO.,  
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Hongkong, 9th July, 1904.

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J. TREVOUX & CO.  
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THE Commodious Steamer

"PAUL BEAU,"

Captain Frangoul, leaves Hongkong for Canton  
at 5 P.M. on SUNDAYS, TUESDAYS and  
THURSDAYS, returning to Hongkong the  
following days, leaving Canton at 5 P.M., taking  
passengers and cargo as usual.

The S.S. "CHARLES HARDOUIN,"  
Captain Merin, leaves Hongkong on MON-  
DAYS, WEDNESDAYS and FRIDAYS, at  
the usual hour.

These two magnificent and up-to-date  
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The Saloon is under European Supervision.

First Class European	...	\$8.00
Second Class European	...	\$3.00
First Class Chinese	...	\$1.50
Second Class Chinese	...	0.90
Deck	...	0.30

The Company's Wharf is at the end of Queen  
Street, Praya West. Particulars, apply to  
J. LANDOLT, Agent.

The Pharmacy, Queen's Road Central  
Hongkong, 23rd March, 1904.

## VESSEL ON THE BERTH NATAL LINE OF STEAMERS.

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For Freight and further particulars,  
apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO',  
LONDON AND STRAITS.

THE Steamship

"GLENESK,"

having arrived from the above ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Co., Limited, at Kowloon, where  
each consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

Goods not cleared by the 8th inst., will be  
subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the steamer's arrival, after which  
no claims will be recognised.

McGREGOR BROS. & GOW,  
Agents.

Hongkong, 1st August, 1904.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON  
AND STRAITS.

THE Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, having arrived from  
the above ports, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon, and stored at Consignees  
risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 9th inst., will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 9th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 3rd August, 1904.

NAVIGAZIONE GENERALE  
ITALIANA.  
(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

THE Steamship

"CAPRI,"

having arrived from the above ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., whence delivery  
may be obtained. Perishable Goods to be  
taken delivery of immediately.

All damaged packages must be left in the  
Godowns, and a certificate obtained from the  
Godown Company, within seven days after the  
vessel's arrival here, after which no claims will  
be recognised.

No Fire Insurance has been effected, and  
any Goods remaining in the Godowns after the  
10th instant, will be subject to rent.

CAULOWITZ & CO.,  
Agents.

Hongkong, 3rd August, 1904.

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KENTMERE, British Ship, T. E. Burch—  
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